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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

COUNTRY USSR (Moscow Oblast)

REPORT

SUBJECT Airframe Plant No. 30, Moscow

DATE DISTR. 16 JUL 1959

NO. PAGES 1

50X1-HUM

DATE OF INFO.

PLACE & DATE ACQ.

50X1-HUM

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Airframe Plant No. 30 in Moscow

sketchy information on [redacted] production at Plant No. 30, plant and aircraft designation, materials of construction, civil and air defense education of workers, and layout of Plant No. 30. [redacted] sketch of site

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ATTACHMENT

Production at Plant 30

Until 1947-1948, the plant was constructing the Il-12 transport or passenger type aircraft, which [] was a version of a Douglas plane. In 1947 or 1948, the production of this plane, including machinery and assembly equipment, was transferred to an aircraft plant in Kuybyshev and Plant 30 started producing jet engine aircraft. [] it took the plant about 4 to 6 months in 1948 to gear its production line for the new aircraft. From there on two types of planes were being produced at Plant 30, a one-jet engine and a two-jet engine planes, one of which was a training aircraft. [] the fighter aircraft [] Il-14. [] there was no connection between Plant 30 and the Kuybyshev aircraft plant after 1948.

[] With regards to possible expansion

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and increase of workforce at Plant 30 [redacted] the plant was constantly hiring new personnel [redacted] during the period 1951-1954. [redacted]

[redacted] The only change
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or increase of the plant [redacted] was, when Plant No.1, an aircraft plant which was located along Leningradskoye shosse and adjacent to Plant 30, (Point (10) on Site Layout, page 5, was combined with the latter in 1951 or 1952. The only non-aeronautical items produced at Plant 30 involved all sort of household and kitchen equipment produced either for the plant's messing facilities or private local consumers. 50X1-HUM
These items were being manufactured almost in every workshop from scrap metals and waste materials. [redacted]

in 1954, there were rumors circulating among the plant personnel that the plant was to be dismantled and transferred to another location. It was said at that time that the central airfield adjacent to the plant was also to be abolished and both areas to be used for the construction of housing projects. [redacted] 50X1-HUM

[redacted] no change in this direction occurred at both sites. [redacted]

3 Plant and Aircraft Designations

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[redacted]
[redacted] Plant No.45 at which aircraft engines were made and probably shipped to Plant 30.

[redacted] NII [redacted] was VIAM [redacted]
[redacted] an aircraft research institute. [redacted]

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Materials Used at Plant 30

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The entire airframe (Kuzov) was made from a light material [redacted] termed aluminum. This aluminum was a composition of aluminum and electron. [redacted] the material contained [redacted] a high percentage of fosforos. [redacted]

The material for the frame was supplied to the plant from sources outside Plant 30. [redacted] the plant was making plans to convert one of its foundries at which aluminum and electron alloys would be prepared on the spot. [redacted] the material for the airframes was of duraluminum.

Secret Department

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There was a secret workshop at the plant [redacted] A special pass was required for admission there. [redacted] the secret department had something to do with the entire assembly of the aircraft which was [redacted] assembled at Plant 30 in its entirety.

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6 Legend to Site and Area Layout of Plant 30

(1) Administration Building. Four to five stories high and massively built.

Adjacent to this building there was located the plant's hospital

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(2) New factory technicum, constructed in 1955 or 1956.

(3) Factory kitchen (Zavodskaya kukhnya).

(4) Dynamo Junior League Stadium.

(5) Former building of the factory technicum .

(6) Apartment houses.

(7) Area same as (6) above.

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(8) Building, in which the Design Bureau (Konstruktorskoye Byuro) was housed.

(9) Tempering workshop (Kalilnyy tsekh).

(10) Three large workshops located in the area of former Plant No.1. Two of these building were, a foundry and an instrument production tsekh. The third was probably a former assembly shop.

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(11) Instrument shop

(12) A number of workshops among which was the Canopy Fitting Workshop. 50X1-HUM

(13) Large assembly hall.

(14) Foundry. This hall, although located outside the plant area, belonged to Plant 30.

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(15) Area of the Central Airfield.

(16) Horse racing track.

(17) Area of the Botkin Hospital.

(18) Leningradskoye shosse.

(19) Botkin street (Botkinskiy prokhod)

(20) Dynamo stadium.

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Note: The plant was surrounded by a steel wire fence, 3 meters high, with barbed wire strung along its entire length.

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2 Civil and Air Defense

the DOSAAF organization

most of the zavod's employees were members of this

organization.

lectures at the zavod at

which briefings were presented on the characteristics and magnitude of atomic weapons and warfare.

The lec-
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tures were not compulsory and were given during rest periods or during spare time after lunch. Generally, the lectures were held at the Krasnyy ugolok of any work-shop.

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the

DOSAAF

was a voluntary organization supervised by

the military in the training of the population in tactics defense matters.

regular classes were conducted

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to the youngsters teaching them about various types of weapons, anti-tank defense, partisan tactics, landing operations, and on a variety of automatic weapons.

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the medical institute lectures

were given to all male students of the second course. This was in 1956.

The lectures were conducted by a member or teacher belonging to the MPVO - Mestnaya protivovozdushnaya oborona (Local Air Defense Organization).

"Trenirovka kadrov dlya samooborony", training of cadres for self defense.

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[redacted] subjects which were taught at these lectures:

Use of all kinds of side arms; granade throwing; map reading; anti-tank defense; military disciplin; anti-air defense, and other subjects. Chemical and atomic warfare and field problems were taught in the later courses

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[redacted] the tunnels of the Moscow metro could

serve as satisfactory air raid protection, as in other large cities of the world.

[redacted] The only radio transmitter at the zavod

was the one which transmitted news and music broadcasts from the local station.

[redacted]
During and shortly after World War II, signs on building pointing to air raid shelters could still be seen, but soon disappeared.

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OTK at Plant 30

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Each separate workshop had its own OTK group. The group at the Canopy Fitting Shop consisted of about 8 to 10 persons. Following the three daily working shifts, this group employed 5 inspectors during the daily shift; 3 during the evening; and 2 during the night shift.

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Each inspector worked independently and exercised quite a lot of authority in the conduct of his inspections. Although his word was final in approving or disapproving a product, frequent meetings were held between the rank-and-file inspectors and their chiefs on matters requiring important decisions. [REDACTED] an inspector would be adamant in not approving an item which will not meet with the prescribed measurements and specifications. ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ Blueprints and a list of specifications would serve as a criteria for the inspection.

The individual OTK sections were subordinate to a central OTK at the zavod.

The OTK stamp (see below) is applied to the inspected part as it becomes a finished product. There is no specific place for stamping. In the center of the stamp would appear the number of the OTK inspector, as it was in [REDACTED] 50X1-HUM

	If a document was prepared for an item a rubber stamp would be used. The items
	produced at the Canopy Fitting Shop were never crated

The inspectors did not wear any specific uniform in line of duty.

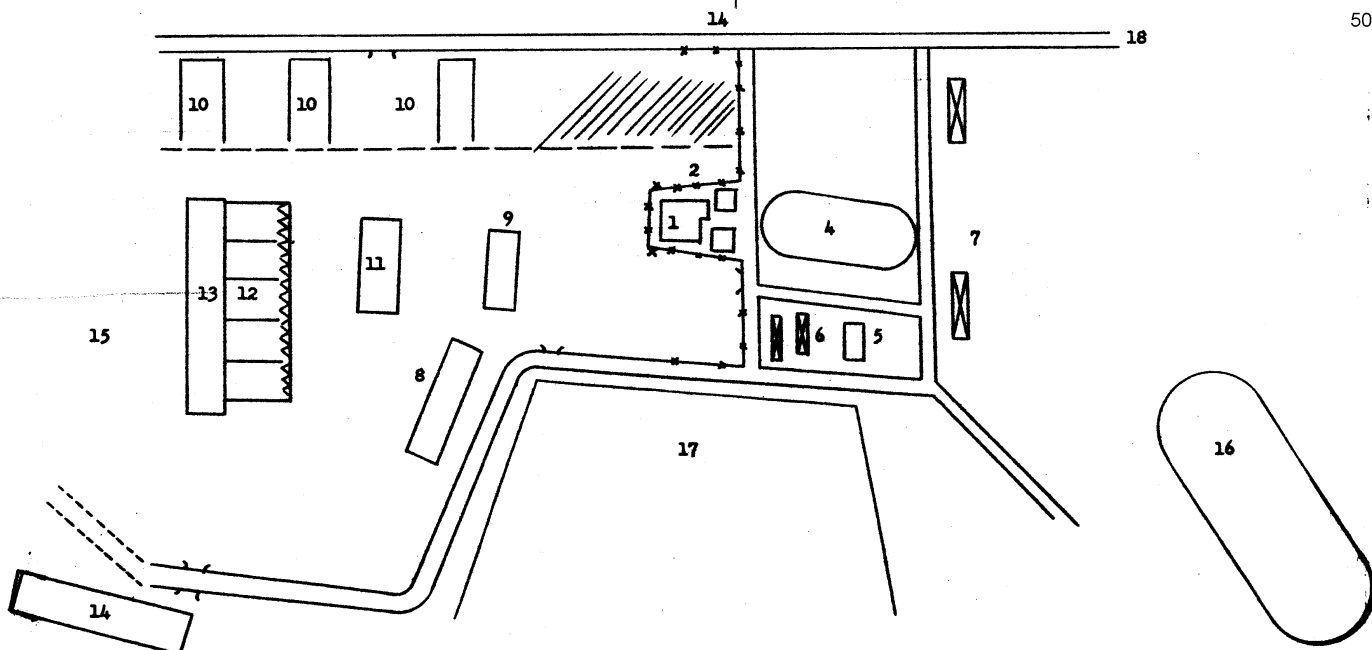
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